

From Chatham to California

A Delightful Trip Graphically Described for Planet Readers by Mrs. G. E. Young.

In the cold dawn of a November day, Mr. Young and I left Chatham and many dear friends for the land of sunshine and flowers—

"The land where summers never cease
Their sunny realm of light and peace."

The air was crisp and the frost lay thick and white upon the ground, and crunched beneath our feet as we walked up and down the station platform, waiting for the Wahash express, which was an hour late on account of heavy snow-storms east.

As I was about to board the train the porter politely said:

"Wait a moment, lady, until I sweep the snow off the steps for you." I looked at the "beautiful snow," and the thought came to me that I would not see it again for a long time.

The first incident of interest on our journey occurred at Seneca, the scene of the wreck of two Wahash trains the evening before. It gave me the "creeps" to see the piles of blood-stained cushions, and the awful evidence that the powerful iron monster, which was carrying us away from the home-land, could be torn and twisted and melted into fragments the size of a man's hand.

At St. Louis we changed cars. Taking one of the palatial Wahash sleepers for Kansas City, where we arrived the next morning feeling as "fit" as if we had spent the night in our own home.

All the officials on the Wahash line were exceedingly polite and attentive, and anyone contemplating a trip to sunny California cannot do better than take tickets via Wahash and Santa Fe. At Kansas City there was a wait of two hours, but through the kindness of Mr. Rippen, who gave us a letter of introduction to the station agent of the Santa Fe railroad, our time was pleasantly spent in viewing the city.

Kansas City is the great commercial gateway of the Missouri. Forty-eight railroads run into its union depot, but there is no confusion and it is beautifully clean.

On leaving Kansas City the way leads via Santa Fe through the vast plains whereon the Indian, antelope and buffalo used to roam supreme, but which are now considered as important agricultural areas. At frequent intervals there are long, uninteresting stretches of uncultivated land, but even this extremely barren portion of the route affords the traveller an opportunity to gaze upon the magnificent mountains and see which the sublimity and grandeur of the scenery later on are to produce. So wonderful was the view that we could not have failed to notice special points of interest but for a timely intimation from Mr. C. E. Lee, our ever attentive, ever courteous train porter, who made our journey over the Santa Fe route so pleasant that we will ever feel deeply grateful to him.

At Hutchinson one enters Western Kansas, and from this point our way led over the mountains until we reached an elevation of 1,900 feet. We passed Dodge City of cow-boy fame, Pike's Peak and the two beautiful Spanish Peaks appear and re-appear. Then Raton Range looms up directly ahead, at whose foot lies the city of Trinidad. At Raton Pass we make the final ascent to the first of the many lofty mountains. Two powerful engines are now required to haul the train that cranks and crawls and winds around the sharp curves at a pace little faster than a walk. During the long ascent we get a varied series of mountain views and of disintegrated rock. Great boulders are piled in chaotic heaps. Again level side canyons, long, straight slopes and rocks are strewn with chaparral or sage brush.

We saw, too, the remnants of an old adobe dwelling, where for many years old men called the "hacienda" who used the wagon-road through the pass in the ante-railroad period.

Immediately after passing the boundary post between Colorado and New Mexico, we entered a half-mile tunnel of midnight darkness, and an elevation of about 7,600 feet.

New Mexico is lovely! It has broad ranges, oriental landscape, deep blue sky and dazzling sunlight. A subtle exaltation or stimulation seemed to pervade by being, as we were borne over mountains and past forests of pine and fir; through canyons and along level stretches; past desert tracts spotted with sage brush, and past arid regions waiting only for a thirst to be asked to become a fertile garden.

There is a peculiar air of mystery about the desolate Mexican villages scattered by the way. The funny little adobe houses built by baked mud on the architectural plan of a dry-roofed box, with a flat roof of adobe and one or two windows, look as if they were inhabited by a people who were not slaves to feticious wants.

It gives the thoughtful tourist a sense of personal advantage to reflect that these people know so little of our world, its ways, and what it contains. Mr. Y— brought for me a pretty coffee spoon of fine Mexican filigree work, as a souvenir of this part of our delightful journey.

From the car window we saw the old Santa Fe trail, over which Kit Carson led the pioneers to California and over which merchandise to an enormous value is often carried. The distance was 800 miles and a round trip then consumed 110 days.

From New Mexico to Arizona, fresh wonders greet us at every turn of our eyes. All is strangeness, height, depth, distance, mystery. The scenery through which we pass is magnificent, whether we look upward at the prodigious mountain terraces, or downward at extensive plateaus, profound canyons or arid plains.

Arizona is the true home of the Apache. "Its complete acquisition by the U. S. dates from 1853. In 1892 settlers began to penetrate its northern portions, and twenty years later the first railroad spanned its boundaries."

In Arizona we saw the Canyon Diabolo and the Bottomless Pit, peddled forests, lofty mesas and painted buttes. The great cantilever bridge that spans the Colorado river, and the obelisks, which are known as "The Needles," the San Francisco Peaks, snow-capped, the Lovell Observatory, and fine saw-mills with all the latest improvements.

During our brief stay at Flagstaff an Indian stalked grandly across the station platform and seated himself upon a truck. He had come to see the wonders of the train and of the travellers upon it. He was a pleasing bit of animated color against the dull surroundings. He wore striped cotton trousers, the stripes running around the legs, long stockings fastened at the knee with red cotton cloth, gay blanket of red and green stripes. His face was contorted into a stony smile which changed suddenly into a half-pleased, half-shy expression as his eye caught my look of honest admiration. He smiled and bowed to him he seemed as pleased as a child with a new toy. But I must not linger over these pleasant memories, but hurry on to the Grand Canyon of Arizona.

It is a chaotic mass of 217 miles long, from 9 to 13 miles wide, and midway, more than 6,600 feet below the level of the plain. It is easily reached from the town of Williams, an important station of the Santa Fe Railroad. Heretofore the scenic wonders of the world could only be reached by stage, and at the cost of considerable trouble. This season, by reason of the building of the Santa Fe and Grand Canyon Railroads, passengers may now reach it daily at 1.45 p. m. and reach the canyon at 5.30 p. m. This canyon is truly a beautiful sight and will well repay the tourist as a side trip on a trans-continental journey.

As we approach Southern California we are borne across the most hopeless waste of America. On either hand lies a dreary stretch of sand and alkali, a dreary desert unrelieved by human habitation. Fortunately, the greater part of this is passed during the night, and when the sun has risen our eyes are again treated with the loveliest imaginable scenes.

Once reached the line of the San Bernardino Mountains typical scenes appear. Orange and palm trees, dates, figs, grapes and flowers are on either hand.

I was touched upon a title of the wonders that entrance and awe the true lover of nature on this wonderful Santa Fe route; neither can I tell you of the glimpse we had of an earthly Paradise as we passed through Pasadena, a town easily reached by electric car from Los Angeles. I am going there tomorrow, to wander through the orange groves and breathe the sweet odor of the blossoms.

Here in Los Angeles, "Town of the Queen of the Angels," every garden is a wealth of bloom. Calla lilies are used as a hedge or fence, Banksia lilies, and from the point our way led over the mountains until we reached an elevation of 1,900 feet. We passed Dodge City of cow-boy fame, Pike's Peak and the two beautiful Spanish Peaks appear and re-appear. Then Raton Range looms up directly ahead, at whose foot lies the city of Trinidad. At Raton Pass we make the final ascent to the first of the many lofty mountains. Two powerful engines are now required to haul the train that cranks and crawls and winds around the sharp curves at a pace little faster than a walk. During the long ascent we get a varied series of mountain views and of disintegrated rock. Great boulders are piled in chaotic heaps. Again level side canyons, long, straight slopes and rocks are strewn with chaparral or sage brush.

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A Child's Cry

Pierces the mother's heart like a sword. Often the mother who would do everything for the little one she loves, is utterly impotent to help and finds no help in physicians. That was the case with Mrs. Duncan, whose little one was almost blind with scrofula. But fortunately she was led to use Dr. Pierce's Golden Medical Discovery, and so cured the child without resorting to a painful operation.

The great blood-purifying properties of Dr. Pierce's Golden Medical Discovery have been proved over and over again in cases of scrofula, eczema, eruptions and other diseases which are caused by an impure condition of the blood. It entirely eradicates the poisons which feed disease, and builds up the body with sound, healthy flesh.

"My little daughter became afflicted with scrofula, which affected her eyes," writes Mrs. A. J. Duncan, of Mansfield, Michigan Co., Mich. "She could not bear the light for over a year. We tried to cure her but nothing did any good. We had our home physician and he advised us to take her to a specialist, but he would have to be 'scrapped.' They had some stock in the San Francisco Peaks, snow-capped, the Lovell Observatory, and fine saw-mills with all the latest improvements."

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SATONEL OF THE SATELLITE.

(LITTLE ITEMS LOCAL AND FOREIGN, TRIVIAL AND VARIOUS, WISE AND OTHERWISE.)

Archie McCoig is still the baby alderman, but he runs near the top.

Rudyard Kipling seems to be getting himself disliked for advertising purposes only.

I would like Professor Wiggins to tell me if this is the January thaw that you read about.

The extra week of holidays and the good ice on the river have suited the small boy immensely.

My friend John Edmondson says that he will be out better and stronger than ever next year.

Each resident can do a little to make the Old Boys' Reunion a success and incidentally boom this city.

The City Council will have a function Monday at 11 a. m. When that's over the aldermen will begin to do things.

A physician says that tight lacing is a benefit to the human race, inasmuch as it kills off the foolish girls and leaves the wise ones to grow into women.

A cigar maker, a lawyer, an auctioneer, two accountants, a grain merchant, a butcher, two merchants and a hide dealer make up the personnel of this year's council.

N. H. Stevens has gone to Toronto Junction to help Archie Campbell in his attempt to be elected. Archie's election, if it is at all possible, and we doubt it, ought to be assured now.

Nothing will advertise this city more than a good rousing Old Boys' Reunion. Let each citizen do what they can, and if any of you know any old boys invite them to visit you on July last.

The Hamilton Spectator man in one of his great "speculations" calmly asks "are the winters getting milder?" Well, we haven't noticed it, and our coat bill is just as large as it used to be.

Simons—If meat half boiled is par-boiled, would bread half cooked be par-do?

Simmons—T. L. you say? No, but he will be badly roasted before he gets through the coming campaign.

How many children will be sent home because they are not vaccinated, when the school opens on Monday? And how many of these children are the British enterprises. Its whole future depends upon the continued progress and prosperity of Canada, and as a consequence every person connected with the administration of its affairs is working with his whole heart and soul for Canada. Yet the most severe criticism of the Canadian Pacific Railway and the most strenuous efforts to do it injury and cripple it come from the very persons whose interests are so inseparable from those of the company that its ruin would mean their ruin also. It does not matter that in Manitoba, the North-West Territories and British Columbia the company can hold its own. The fact that its local rates are 20 per cent. lower than those offered by the railway companies of the other provinces is a tribute to its efficiency and the improvement of its lines and the increase of its transportation facilities with a view to still further reduction in its transportation rates; that it takes up as its own quarrel every province and territory that it touches over the control of the country's natural resources to the advantage of some foreign country, and the serious detriment of our own; that the agitation goes on; and the Dominion Government is pressed and badgered into the execution of the scheme of Canadian money to weaken the Canadian Pacific Railway and strengthen its foreign competitors. It is quite natural to assume that Canadian Railway protests are not entirely disinterested—indeed, it could easily be expected that the Canadian Pacific Railway officials would admit that the future of the Canadian Pacific Railway was not lost sight of; but even so, it is not easy to see why any person in British Columbia, or, in fact, any other section of Canada, should be willing to strike a blow at the Canadian Pacific Railway in the interests of some foreign line when he is at the same time giving a set-back to his province and his country. There are a few men who pursue this course because nature provided them with pre-eminent bumps of destruction; but the great majority who urge an unwise policy do so because they do not comprehend the real situation. They are ignorant that in the meantime so much harm will be done that years will be required to repair it. Signs are not wanting that his time is not far distant when the British Columbians will be called upon to guard the interests of their magnificent province against the aggression of various foreign lines. When that time arrives British Columbians should do their duty and stand up for Canadian interests first, and last and all the time—From Montreal Gazette, 27th Dec. 1901.

PAIN-KILLER is more of a household remedy than any other medicine. It meets the requirements of every home. Cures cramps and dysentery, and is the best liniment made. Avoid substitutes that are but one Pain-Killer, Perry Davis' and so on.

Dick Stroud, a cattle dealer from the ambitious "Burg," tells a story on himself. "It was a long time ago," said Mr. Stroud, "that with the assistance of a Frenchman, I was driving a large steer to Chatham. That animal was the most contrary I ever saw and it wanted to turn down all

the sidewalks. The animal made a dash for a concession and both the Frenchman and myself rushed to head the beast off. 'Hit the blank thing in the head,' I yelled, and put his eye out. The Frenchman thought I was talking to him and straightway hid himself to town where he laid an information against me before the late Timothy McQueen, charging me with swearing at him.

"Well, I explained to the court that I wasn't swearing at the Frenchman but at the steer. The Squire only smiled a smile and said, 'It don't make any difference. There is a law in Dover that prevents you using such language on the highway.' And he sent me to jail for a week. I was more surprised at this stage than I was when I learned that the Frenchman had laid a charge against me."

THE REASON.

An Irishman asked a Scotsman one day why a railway engine was called "cha." Sandy replied: "Perhaps it's on account of the horrible noise it makes when it tries to whistle."

JIM'S HARDLUCK STORY.

Wise is the prophet who doesn't bet on the result of a presidential race. Jim Dillon bet \$1 to \$3 that he could pick the nine aldermen for 1902, only named seven correctly and lost his dollar.

CANADA VS. FOREIGN

A Western View of a Phase of the Railway Situation.

An article in the Vancouver Province, criticizing the position of a Victoria newspaper on the railway question in British Columbia calls forth the following sensible endorsement from the Rossland Miner—

"Vancouver Province. Very properly takes the position that it is in the interests of British Columbia that no opportunity be given American railway corporations to drain the resources of this province to the building up of American enterprises. What the Province says in respect to the desire of Mr. Hill to secure entry into this field for the purpose of benefiting the institutions which he has on the other side of the line, few will be inclined to dispute. It is very hard to understand why any person who has the best interests of this country at heart, and who has made an investigation into the situation, is willing to aid this scheme of those who are undoubtedly desirous of working against Canadian interests. We are stating but the truth when we say that the Canadian Pacific Railway is essentially and beyond peradventure a British enterprise. Its whole future depends upon the continued progress and prosperity of Canada, and as a consequence every person connected with the administration of its affairs is working with his whole heart and soul for Canada. Yet the most severe criticism of the Canadian Pacific Railway and the most strenuous efforts to do it injury and cripple it come from the very persons whose interests are so inseparable from those of the company that its ruin would mean their ruin also. It does not matter that in Manitoba, the North-West Territories and British Columbia the company can hold its own. The fact that its local rates are 20 per cent. lower than those offered by the railway companies of the other provinces is a tribute to its efficiency and the improvement of its lines and the increase of its transportation facilities with a view to still further reduction in its transportation rates; that it takes up as its own quarrel every province and territory that it touches over the control of the country's natural resources to the advantage of some foreign country, and the serious detriment of our own; that the agitation goes on; and the Dominion Government is pressed and badgered into the execution of the scheme of Canadian money to weaken the Canadian Pacific Railway and strengthen its foreign competitors. It is quite natural to assume that Canadian Railway protests are not entirely disinterested—indeed, it could easily be expected that the Canadian Pacific Railway officials would admit that the future of the Canadian Pacific Railway was not lost sight of; but even so, it is not easy to see why any person in British Columbia, or, in fact, any other section of Canada, should be willing to strike a blow at the Canadian Pacific Railway in the interests of some foreign line when he is at the same time giving a set-back to his province and his country. There are a few men who pursue this course because nature provided them with pre-eminent bumps of destruction; but the great majority who urge an unwise policy do so because they do not comprehend the real situation. They are ignorant that in the meantime so much harm will be done that years will be required to repair it. Signs are not wanting that his time is not far distant when the British Columbians will be called upon to guard the interests of their magnificent province against the aggression of various foreign lines. When that time arrives British Columbians should do their duty and stand up for Canadian interests first, and last and all the time—From Montreal Gazette, 27th Dec. 1901.

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About the Vast Superiority We Keep on Telling You of

"SALADA"

Uncolored Ceylon GREEN to Japan Teas, and what we claim is as true as Gospel, you can prove it speedily by a Tea Pot infusion. Will you do so? Sealed lead packets only—same form as the famous "SALADA" Ceylon Black Teas, 25c and 40c per lb.

The Season for W=I=R=E

And the necessity of fencing is approaching and Geo. Stephens, Quinn & Douglas wish to announce that they have a complete stock of all kinds of wire and wire fencing, hooks, staples, slats and fence tools. Their prices are lower than that of the average dealer and it will pay any person from a distance to call at their store in Chatham, and get prices before buying elsewhere. Wire promises to be firm in price and all orders booked now will be guaranteed in price until April 1st next.

Geo. Stephens, Quinn & Douglas

For New Years Presents Buy Something Good...

Tea Knives
Carving Knives
Carving Sets
Sterling Silver
Tea Spoons
Fruit Spoons
Sugar Shells
Meat Forks
Butter Knives

ALL AT CLOSE PRICES

Westman Bros.

Please Deliver

Your Wheat, Beans, Barley, Oats, Corn, Buckwheat and Grass Seed to the Blenheim Mills, Blenheim, or at Kent Mills, Chatham, where you will get the highest cash price.

The Canada Flour Mills Co., Limited

1-4 OFF—Midwinter Sale—1-4 OFF

This week we will sell all winter Underwear, Mitts and Stockings also Cushion Covers.

25 Per Cent. Off — Don't Miss It.

WELDON'S King Street, East.

Are You Looking for Bargains

This is the time to secure them. It is stock taking time and during this stock taking we will sell at reduced prices. Here is a leader—

1 Berliner Gram-o-phone, worth \$15 for \$12.

6 Ladies' Solid Gold Watches, worth \$25 for \$15 each.

And other articles equally as cheap. At the Sign of the Big Clock.

A. A. JORDAN

Dried Fruits And Jams

A good Jam is as a rule a hard thing to get. But we have succeeded in getting one for this year that we think cannot be beat. We have it in any size package and at a right price.

Glass Jars, 10c each.
2-1/2 lb. Pails 25c.
5 lb. Pails 45c.

Orange Marmalade 10c per Jar.

Apricots, 20c per lb.
Good Prunes 3 lb. 25c.

Extra Large Prunes 2 lbs. for 25c.
Hand Picked Apples 40c a pk.

S. E. Smith Grocer

Next But's Drug Store King St. East.

The Chatham Loan & Savings Co.

Capital \$1,000,000

Money to Loan on Mortgages, borrow money to erect buildings, purchase property or pay off incumbrances, should apply personally and save expense, secure best rates and other advantages.

Money advanced on day of application. All letters promptly answered. Telephone connection.

S. F. GARDINER Manager.

Does Your PIANO Need Tuning?

IF SO IT should be seen to at once. LEAVE ORDERS AT F. WELDON'S, Office, house block, King St. East, Chatham.

Fresh Pork Sausages Every Day 10c a Pound.

We have sold over 700 Bobs of our Handmade Sausages this season, try it.

We now sell Beef at lowest price.

—AT THE—

Chatham Pork Store, Opera House Block, Phone 240.

Wood's Peppermint Cure

Wood's Peppermint Cure is sold in Chatham by O. H. Goss & Co., Central Drug Store, Chatham.